DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: NH000-0006-02(055) Dougherty
P.I. No.: 422550
SR 91 & SR 520/US 82 Interchange

OFFICE: Engineering Services

DATE: July 22, 2011

FROM: Ronald E. Wishon, State Project Review Engineer REW

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Albert Shelby

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held April 11-14, 2011. Responses were received on July 20, 2001. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
R-2	Use 12 ft wide shoulders in lieu of 16 ft wide shoulders on N. Jefferson St. and Philema Rd	$120,000	Yes	This will be done.
R-3	Reduce the raised median island from 20 ft wide to 16 ft wide on N. Jefferson St	$34,000	Yes	This will be done.
R-4	Provide 11 ft wide travel lanes on N. Jefferson St. and Philema Rd	$79,000	No	Construction of 11 ft wide lanes will not be done due to the high volume of truck traffic (9%) and the curvilinear alignments of North Jefferson Street and Philema Road.
R-5	Provide 11 ft wide inside travel lanes on N. Jefferson St. and Philema Rd	$63,000	Yes	This will be done.
R-7	Remove guardrail and anchorages on Ramp A from Sta. 223+25 to Sta. 224+50 Rt.	Design Suggestion	Yes	This will be done.
R-8	Reduce the sidewalk width from 8 ft to 5 ft on the right side of N. Jefferson St	$15,000	Yes	This will be done.

R-9	Provide a rural shoulder in lieu of an urban shoulder on the left side of N. Jefferson St. from Sta. 123+00 to Sta. 133+20 Lt.	$84,000	Yes	This will be done.
R-10	Provide a 12 ft wide multi-use trail on the left side of N. Jefferson St and a 5 ft wide sidewalk on the right side in lieu of the 4 ft wide bicycle lanes on both sides and 5 ft wide sidewalk on the left and 8 ft sidewalk on the right	$128,000	Yes	This will be done.
R-13	Provide 8 ft paved outside shoulders in lieu of 10 ft paved outside shoulders on Ramps A and B	$148,000	Yes	This will be done.
S-1	Reduce the ramp A bridge width from 34 ft to 30 ft by narrowing the shoulders 2 ft per side	$71,000	Yes	This will be done.
S-2	Reduce the Ramp B bridge width from 42 ft to 38 ft by narrowing the shoulders 2 ft per side	$130,000	Yes	This will be done.
S-4	Reduce the length of the Ramp B bridge by 52 ft by providing a retaining wall abutment on the east end	$172,000	No	A revised estimate indicates this alternative would have a cost increase of $43,675. In addition, there are more maintenance issues with MSE walls and the approach roadway than there are with typical spill through abutments. MSE wall abutments limit the possibility of future expansion for both the road being carried as well as the facility beneath the structure. Due to sequence of construction, coordination with subcontractors and equipment, bridge costs and wall costs are higher than the general bridge and wall costs for separate structures.

S-5	Reduce the Ramp A bridge length by 37 ft	$109,000	No	A revised estimate indicates this alternative would have a cost increase of $240. In addition, there are more maintenance issues with MSE walls and the approach roadway than there are with typical spill through abutments. MSE wall abutments limit the possibility of future expansion for both the road being carried as well as the facility beneath the structure. Due to sequence of construction, coordination with subcontractors and equipment, bridge costs and wall costs are higher than the general bridge and wall costs for separate structures.
S-7	Provide a GDOT standard concrete side barrier for the wall at Ramp B from Sta. 309+50 to Sta. 313+00	Design Suggestion	Yes	This will be done. If the height of the retaining wall increases, than an MSE wall would be more economical.
C-1	Modify the sequencing of Stage 1 to include removing the raised median first and then shifting traffic on N. Jefferson St. and Philema Rd. during stage 1 of construction	Design Suggestion	Under Review	The stage construction plans will be further investigated to determine the feasibility of this alternative.
C-3	Use the existing WB Liberty Express exit ramp for right and left turns onto N. Jefferson St. during construction to enable earlier closure of the existing SB N. Jefferson St entrance ramp	Design Suggestion	Under Review	The stage construction plans will be further investigated to determine the feasibility of this alternative.
G-1	Reroute the 18 in RCP from the existing pipe through the proposed wingwall at Sta. 698+00	Design Suggestion	Under Review	The drainage will be further investigated to determine the feasibility of this alternative.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: _____ **Date:** 7-22-11
Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Russell McMurry
Bobby Hilliard/Stanley Hill/Albert Shelby
Russell McMurry/Chuck Hasty/Nicoe Alexander/Travis McDonald
Paul Liles/Ben Rabun/Bill Duvall/Bill Ingalsbe
Amber Phillips
Joe Sheffield/Brent Thomas/Scott Chambers/Tony Cravey/Geno Hasty/Van Mason
Ken Werho
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE NH-006-2(55), Dougherty County
SR 3/ Liberty Expressway @ North Jefferson St.
P.I. No. 422550

OFFICE Program Delivery

DATE July 19, 2011

FROM Bobby K. Hilliard, P.E., State Program Delivery Engineer BH

TO Ron Wishon, State Review Engineer

SUBJECT **Value Engineering Study Report Responses**

The Office of Program Delivery has received the Value Engineering Final Report dated April 25, 2011. The study developed twelve alternatives to be evaluated. The attached responses from the Subject Matter Expert Offices of Roadway and Bridge Design are responsive to these alternatives.

If there are any questions or concerns, please contact the project manager, Albert Shelby, at 404-631-1758.

BKH:SH:avs
Attachments:

- VE responses from the Office of Roadway Design dated May 19, 2011
- VE responses from the Office of Bridge Design dated July 1, 2011

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH000-0006-02(055), Dougherty County
P.I. No.: 422550-
SR 3/Liberty Expressway at SR 91 and
North Jefferson Interchange Ramps

OFFICE Atlanta, Georgia

DATE May 19, 2011

FROM Russell R. McMurry, P.E., State Roadway Design Engineer

TO Bobby K. Hilliard, P.E., State Program Delivery Engineer
Attention: Albert Shelby, Project Manager

SUBJECT **Value Engineering Study Report - Responses**

This office has reviewed the Value Engineering Study Final Report dated April 27, 2011, for the above referenced project. Listed below are the responses to the recommendations regarding Roadway, Construction Staging, and General contained therein (the Office of Bridge Design will provide a response to the recommendations regarding Structures):

ROADWAY

Alternative R-2: Use 12-ft. wide shoulders in lieu of 16-ft. wide shoulders on North Jefferson Street and Philema Road.

Total Present Worth Life-Cycle Cost Savings: $120,000

Response: Construction of 12-ft. wide shoulders on North Jefferson Street and Philema Road will reduce impacts to adjacent properties and lower overall construction costs.

Implement: **Yes**

Alternative R-3: Reduce the raised median island from 20-ft. wide to 16-ft. wide on North Jefferson Street

Total Present Worth Life-Cycle Cost Savings: $34,000

Response: Construction of a 16-ft. wide median in lieu of a 20-ft. wide median will reduce impacts to adjacent properties and lower overall construction costs.

Implement: **Yes**

Alternative R-4: Use 11-ft. wide lanes in lieu of 12-ft. wide lanes on North Jefferson Street and Philema Road.

Total Present Worth Life-Cycle Cost Savings: $79,000

Response: Construction of 11-ft. wide travel lanes is not recommended due to the high volume of truck traffic (9.0%) and the curvilinear alignments of North Jefferson Street and Philema Road.

Implement: **No**

Alternative R-5: Use 11-ft. wide inside lanes in lieu of 12-ft. wide lanes on North Jefferson Street and Philema Road

Total Present Worth Life-Cycle Cost Savings: $63,000

Response: Construction of 11-ft. wide inside travel lanes in lieu of 12-ft. wide lanes will reduce impacts to adjacent properties and lower overall construction costs.

Implement: **Yes**

Alternative R-7 (Design Suggestion): Eliminate guardrail and anchorages on Ramp A from Station 223+25 to Station 224+50, Right.

Total Present Worth Life-Cycle Cost Savings: Not calculated

Response: Eliminating the guardrail and grading a traversable, recoverable front slope will lower overall construction costs.

Implement: **Yes**

Alternative R-8: Reduce the sidewalk width from 8-ft. wide to 5-ft. wide on the right side of North Jefferson Street.

Total Present Worth Life-Cycle Cost Savings: $15,000

Response: Construction of a 5-ft. wide sidewalk in lieu of an 8-ft. wide sidewalk will lower overall construction costs.

Implement: **Yes**

Alternative R-9: Provide a rural shoulder in lieu of an urban shoulder on the left side of North Jefferson Street from Station 123+00, Left to Station 133+20, Left.

Total Present Worth Life-Cycle Cost Savings: $84,000

Response: Construction of a rural shoulder along the left side of North Jefferson Street between Stations 123+00 and 133+20 in lieu of an urban shoulder will significantly lower over construction costs as well as construction contract time.

Implement: **Yes**

Alternative R-10: Provide a 12-ft. wide multi-use trail on the left side of North Jefferson Street in lieu of the 4-ft. bicycle lanes and 5-ft. sidewalk.

Total Present Worth Life-Cycle Cost Savings: $128,000

Response: Construction of an 8-ft. multi-use trail in lieu of 4-ft bicycle lanes and 5-ft. wide sidewalk will significantly reduce overall construction costs.

Implement: **Yes**

Alternative R-13: Provide an 8-ft. wide paved, outside shoulder in lieu of a 10-ft. wide paved, outside shoulder on Ramps A and B.

Total Present Worth Life-Cycle Cost Savings: $148,000

Response: Construction of an 8-ft. wide paved, outside shoulder in lieu of a 10-ft. wide paved, outside shoulder on Ramps A and B will significantly reduce overall construction costs.

Implement: **Yes**

CONSTRUCTION STAGING (DESIGN SUGGESTION)

Alternative C-1: Modify sequencing of Stage 1 to include removal and full-depth paving of the existing median first, and then shifting traffic south on North Jefferson Street and Philema Road.

Total Present Worth Life-Cycle Cost Savings: Not calculated

Response: The Stage Construction Plans will be further investigated to determine the feasibility of the alternative.

Implement: **Under Review**

Alternative C-3: Utilize the existing Westbound Liberty Expressway Exit Ramp for right and left turns onto North Jefferson Street during construction to enable earlier closure of the existing Southbound North Jefferson Street Entrance Ramp.

Total Present Worth Life-Cycle Cost Savings: Not calculated

Response: The Stage Construction Plans will be further investigated to determine the feasibility of the alternative.

Implement: **Under Review**

GENERAL

Alternative G-1: Revise the 18-inch RCP at Station 698+00 to route it through the proposed wing wall.

Total Present Worth Life-Cycle Cost Savings: Not calculated

Response: The drainage will be further investigated to determine the feasibility of the alternative.

Implement: **Under Review**

If you have any additional questions or comments, please contact Nicoe Alexander, P.E., Design Phase Leader at (404) 631-1717.

RRM:CAH:JNA:tm

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH000-0006-25(055) DOUGHERTY COUNTY
SR 133 / SR 520 Interchange Reconstruction
P.I. No. 422550

OFFICE Atlanta, GA
DATE July 1, 2011

FROM Benjamin F. Rabun, III, P.E., State Bridge Engineer

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attn: Albert Shelby

SUBJECT **BRIDGE DESIGN VALUE ENGINEERING RESPONSE**

The Value Engineering Study for the above referenced project dated April 25, 2011 contained five VE Alternatives requiring responses from the Bridge Office: VE Alternatives S-1, S-2, S-4, S-5 and S-7. The Bridge Office proposes the following in response.

VE Alternative S-1 – "Reduce the Ramp A Bridge from 34-ft.-wide to 30-ft.-wide by narrowing the shoulders 2 ft. per side"

Recommendation: **Implement**

VE Alternative S-2 – "Reduce the Ramp B Bridge from 42-ft.-wide to 38-ft.-wide by narrowing the shoulders 2 ft. per side"

Recommendation: **Implement**

VE Alternative S-4 – "Reduce the length of the Ramp B Bridge by 52 ft. by providing a retaining wall abutment on the east end"

Recommendation: **Do Not Implement**. A revised estimate indicates that this alternative would have a cost increase of $43,675. In addition, there are more maintenance issues with MSE walls and the approach roadway than there are with typical spill through abutments. MSE wall abutments limit the possibility of future expansion for both the road being carried as well as the facility beneath the structure. Due to sequence of construction, coordination with subcontractors and equipment, bridge costs and wall costs are higher than the general bridge and wall costs for separate structures.

VE Alternative S-5 – "Reduce the length of the Ramp A Bridge by 37 ft. by providing a retaining wall abutment on the west end"

Recommendation: **Do Not Implement**. A revised estimate indicates that this alternative would have a cost increase of $240. In addition, there are more maintenance issues with MSE walls and the approach roadway than there are with typical spill through abutments. MSE wall abutments limit the possibility of future expansion for both the road being carried as well as the facility beneath the structure. Due to sequence of construction, coordination with subcontractors and equipment, bridge costs and wall costs are higher than the general bridge and wall costs for separate structures.

VE Alternative S-7 – "Provide a standard concrete side barrier for the retaining wall west of Ramp B from Sta. 309+50 to Sta. 313+00"

Recommendation: **Implement**. Please note, if the height of the retaining wall increases, then an MSE wall would be more economical.

If you have any questions and/or comments, please contact Bill DuVall of the Bridge Design Office at (404) 631-1883 or at email address bduvall@dot.ga.gov.

BFR:WMD

Attachment: cost worksheet

cc: Ron Wishon, Engineering Services
Bill DuVall, Bridge Design

COST WORKSHEET

PROJECT: SR 133/N. JEFFERSON ST. FROM SR 520/US 82 LIBERTY EXPRESSWAY TO SR 91/PHILEMA RD. INTERCHANGE RECONSTRUCTION
NH000-0006-25(055); PI No. 422550
Dougherty County, Georgia

ALTERNATIVE NO.: S-4

SHEET NO.: 3 of 3

PROJECT ITEM		ORIGINAL ESTIMATE			ALTERNATIVE ESTIMATE		
ITEM	UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL
Ramp B Bridge Area	SF	14,684	95.00	1,394,944	~~12,331~~ 12602	~~98.00~~ 95	~~1,208,401~~ 1,197,190
* Note: $98 SF is to account for the wall abutment.							
Additional Concrete Pavement	SY				139	70.30	9,749
Additional Asphalt for Shoulders	SY				81	59.50	4,813
Additional Embankment	CY				1,260	6.50	8,190
MSE	SF				4,200	45.0	189,000
Add. MSE Backfill	CY				317	43.0	13,634
Coping A	LF				190	75.0	14,250
							1,436,854
Subtotal				1,394,944			~~1,231,153~~
Markup (%) at 5.00%				69,747			~~61,558~~ 71842
TOTAL				1,464,691			~~1,292,711~~
TOTAL (ROUNDED)				1,465,000			~~1,293,000~~ 1509 675

Δ = 43,675 INCREASE

COST WORKSHEET

PROJECT: SR 133/N. JEFFERSON ST. FROM SR 520/US 82 LIBERTY EXPRESSWAY TO SR 91/PHILEMA RD. INTERCHANGE RECONSTRUCTION
NH000-0006-25(055); PI No. 422550
Dougherty County, Georgia

ALTERNATIVE NO.: S-5

SHEET NO.: 3 of 3

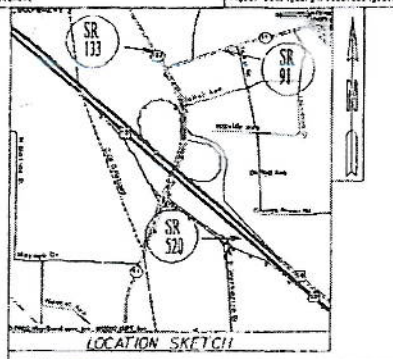
PROJECT ITEM		ORIGINAL ESTIMATE			ALTERNATIVE ESTIMATE		
ITEM	UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL
Ramp A Bridge Area	SF	6,593	95.00	626,359	~~5,215~~ 5975	~~98.00~~ 95	~~511,070~~ 520,196
* Note: $98/SF to account for the wall abutment.							
Additional Concrete Pavement	SY				66	70.30	4,624
Additional Asphalt for Shoulders	SY				58	59.50	3,425
Additional Embankment	CY				605	6.50	3,930
MSE	SF				1850	45	83,250
Add. MSE Backfill	CY				20	43	1720
Coding A	LF				130	75	9750
Subtotal				626,359			626,975 ~~523,049~~
Markup (%) at 5.00%				31,318			31,345 ~~26,152~~
TOTAL				657,677			549,201
TOTAL (ROUNDED)				658,000			~~549,000~~ 658240

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
SR133/ NORTH JEFFERSON STREET FROM SR520/US82 LIBERTY EXPRESSWAY TO SR 91/ PHILEMA ROAD INTERCHANGE RECONSTRUCTION

NH000-0006-02(055)
DOUGHERTY COUNTY
FEDERAL AID PROJECT

FEDERAL ROUTE No. 82/19
STATE ROUTE No. 133/91/520/3
P.I.NO. 422550



DESIGN DATA NH000-0006-02(055)
TRAFFIC A.D.T.: 27,400 (2009)
TRAFFIC A.D.T.: 47,400 (2029)
TRAFFIC D.H.V.: 3,430 (2009)
DIRECTIONAL DIST: 50%
% TRUCKS- 6%
24 HR. TRUCKS: 9%
SPEED DESIGN: 45MPH ON N. JEFFERSON
SPEED DESIGN: 40MPH ON PHILEMA
SPEED DESIGN: 40MPH ON EXIT RAMP A
SPEED DESIGN: 55MPH ON ENTRANCE RAMP B

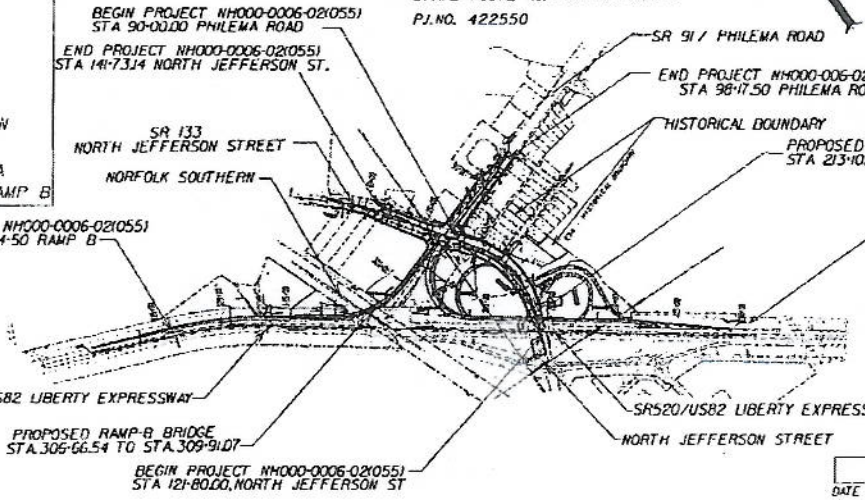
LOCATION & DESIGN APPROVAL DATE:
FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL
THIS PROJECT IS 100% IN DOUGHERTY COUNTY AND IS 100% IN CONG. DIST. NO. 2
PROJECT DESIGNATION: EXEMPT
DESIGNED IN ENGLISH UNITS

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1994 (NAD 1983/1994 WEST ZONE), AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

MID-POINT COORDINATES
STA 130+62.87
N 585059.68
E 2300324.07

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

NOTE:
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DRAWINGS, OR PHOTOGRAPHS, USED OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



PREPARED BY: TRAVIS S. MCDONALD
DESIGN GROUP MANAGER

RECOMMENDED FOR SUBMISSION BY: _____
ASST. URBAN DESIGN ENGINEER

SUBMITTED BY: _____
STATE URBAN DESIGN ENGINEER

DATE _____ CHIEF ENGINEER

LENGTH OF PROJECT	COUNTY NO. 095 PROJECT NO. NH000-0006-02(055)
	MILES
NET LENGTH OF ROADWAY	1.57
NET LENGTH OF BRIDGES	0.075
NET LENGTH OF PROJECT	1.65
NET LENGTH OF EXCEPTIONS	0.00
GROSS LENGTH OF PROJECT	1.65

SCALE IN FEET
0 300 600 1200

PLANS COMPLETED	
REVISIONS	

PRECONSTRUCTION STATUS REPORT FOR PI:422550-

PROJ ID : 422550-
COUNTY : Dougherty
LENGTH (MI) 0.50
PROJ NO.: NH000-0006-02(055)
PROJ MGR: Shelby, Albert
AOHD Initials: SSH
OFFICE : Program Delivery
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : GDOT
DESIGN FIRM: GDOT Roadway Design N Alexander

SR 3/LIBERTY EXWY @ SR 91 & N.JEFFERSON INTERCHANGE RAMPS

MPO: Albany
TIP #: NHS-2
MODEL YR :
TYPE WORK: Interchange
CONCEPT: INTERCHANGE
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 4
CONG. DIST: 2
BIKE: Y
MEASURE: E
NEEDS SCORE: 06
BRIDGE SUFF: 89.44, 83.17

MGMT LET DATE :
MGMT ROW DATE : 02/19/2010
BASELINE LET DATE: 07/06/2011
SCHED LET DATE : 11/1/2012
WHO LETS?: GDOT Let
LET WITH :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	2/17/2003	5/20/2004	100
				Concept Meeting	4/22/2003	4/22/2003	100
				PM Submit Concept Report	3/31/2004	4/19/2004	100
				Concept Report Review and Comments	4/20/2004	5/5/2004	100
				Management Concept Approval Complete	**5/5/2004**	**5/20/2004**	**100**
2/1/2010	3/17/2010		8/4/2011	Value Engineering Study	11/29/2010		86
				Environmental Approval	**6/1/2001**	**11/22/2006**	100
				Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	11/22/2006	11/22/2006	100
				Mapping	11/7/2000	11/30/2000	100
				Field Surveys/SDE	7/5/2000	10/16/2000	100
				Preliminary Plans	**11/14/2003**	**12/5/2008**	100
				Preliminary Bridge Design	4/10/2006	12/7/2006	100
				Underground Storage Tanks	9/14/2005	2/15/2006	100
				PFPR Inspection	1/13/2009	1/13/2009	100
1/29/2010	2/4/2010			R/W Plans Preparation	1/29/2010	2/5/2010	100
2/5/2010	**3/10/2010**			**R/W Plans Final Approval**	**2/9/2010**	**6/3/2010**	**100**
2/1/2010	2/3/2010			L & D Approval	4/22/2010	5/13/2010	100
3/25/2010	4/7/2010		8/4/2011	R/W Authorization	5/15/2010		100
7/15/2010	7/28/2010	11/11/2011	11/24/2011	Stake R/W			0
				Soil Survey	2/17/2005	11/23/2009	100
				Bridge Foundation Investigation	7/4/2007	4/21/2008	100
2/4/2010	**9/22/2010**		**1/19/2012**	**Final Design**	**4/4/2011**		5
3/30/2010	9/13/2010	7/29/2011	1/12/2012	Final Bridge Plans Preparation			0
10/14/2010	10/15/2010	2/10/2012	2/13/2012	FFPR Inspection			0
10/29/2010	11/11/2010	2/27/2012	3/9/2012	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2000	2000	851,728.84	Q05	AUTHORIZED	10/26/1999
ROW	2012	2012	3,325,200.00	L050	PRECST	
CST	2015	2014	14,285,629.75	L050	PRECST	

Cost Estimate Amount

Activity	Amount	Date
PE	$851,728.84	
ROW	$3,260,000.00	3/7/2011
CST	$12,938,935.00	3/20/2009

STIP AMOUNTS

Activity	Cost	Fund
PE	0.00	Q05
ROW	1,281,665.17	L050
CST	0.00	L050

PDD: SEPT99 BOARD ADD ASSIGNED URBAN DESIGN
Bridge: EJC 08/02/07
Design: JNA::JES:TCM|VE Responses submitted on 5/19/11| 110623
EIS: CE 11-22-06\last reevaluated 06.15.07\not on Schedule - July 2011 ROW\Cox 07.05.11
LGPA: REQ ALBANY DO UTL 10-4-99|CO NO UTIL INVOLVED 10-18-99|RESCISSION LETTER SENT TO ALBANY 7-15-04
Programming: #1 8-03|#2 5-05|#3 10-07|#4 6-09|#5 12-2010
Traffic Op: >S&M and signal plans on server..waiting on PM 6/11/10 lnp
UST: 2 Sites to OMR on 9-14-05 (2-16-06 No Contamination)
Utility: NEED 2nd Sub Plans
EMG: RECST/REHAB(INTERC); FLY 5893/'00; FULL FIELD SURVEY
Engr Services: VE Report Distributed: 4/27/11

District Comments

ROW plans approved June 3, 2010. L&D approved May 13, 2010. Tear sheet for advertisement received Aug. 11, 2010. VE study held April 11-14, 2011. Responses from Roadway received 5/19/11. Waiting on Bridge responses. (6/13/11)

Prel. Parcel CT: 24
Total Parcel in ROW System:
Cond. Filed:
Acquired by: DOT
DEEDS CT:
Under Review:
Options - Pending:
Relocations:
Acquisition MGR: Stewart, Chris
Released:
Condemnations- Pend:
Acquired:
R/W Cert Date: